

APPENDICES

APPENDIX 1

Functional Classification of Airports

Public use airports are classified different ways by different agencies for different purposes. The following definitions will describe the details and illustrate the differences between the classification systems utilized by the FAA and the Department.

DEPARTMENT

Limited Use Airports – Airports that provide limited access; usually located in non-urban areas; may be used for a single purpose; have few or no based aircraft; and provide no services.

Community Airports – Airports that provide access to other regions and states; located near small communities or in remote locations, serve, but are not limited to, recreational flying, training, and local emergencies; accommodate predominately single engine aircraft under 12,500 pounds, provide basic or limited services for pilots or aircraft.

Regional Airports – Airports that provide the same access as Community airports, may provide international access; located in an area with a larger population base than Community airports with a higher concentration of business and corporate flying; accommodate most business, multi-engine, and jet aircraft, provide most services for pilots and aircraft including aviation fuel; has a published instrument approach, may have a control tower.

Metropolitan Airports – Airports that serve the same activity as regional airports; are located in urbanized areas; provide for the same flying activities as Regional airports with an emphasis on business, charter, and corporate flying, accommodate all business jet and turboprop aircraft with a higher level of activity than Regional airports; provide full services for pilots and aircraft, including jet fuel; has a published instrument approach and a control tower; provides flight planning facilities

FAA

Commercial Service – Airports having scheduled passenger service and more than 2,500 annual enplanements.

Primary – Airports having more than 10,000 annual enplanements

Primary Large Hub – Airports having more than 1% of total national annual enplanements.

Primary Medium Hub – Airports having between 0.25% and 0.99% of total national annual enplanements.

Primary Small Hub Airports – Airports having between 0.05% and 0.25% of total national annual enplanements.

Primary Non-hub Airports – Airports having less than 0.05% total national annual enplanements.

Other Commercial Service Airports – Airports enplaning between 2,500 and 10,000 passengers annually

Relievers – High capacity general aviation airports in metropolitan areas.

General Aviation – Airports with no commercial service and located at least 20 miles from the nearest NPIAS airport that account for sufficient activity (usually 10 based aircraft).

Non-NPIAS – Public owned, public use airports that do not meet any of the above criteria or are located at inadequate sites and cannot be expanded and improved to provide safe and efficient airport facilities and private use. Also Non-NPIAS are privately owned, public use airports that are not included because they are located at inadequate sites, are redundant to publicly owned airports, or have too little activity to qualify for inclusion. In addition, almost 14,000 civil landing areas that are not open to the general public are not included in the NPIAS.

Appendix 2

Glossary of Terms from Enhancement Need-Cost Tables

Longest Runway Length – Length in feet of longest currently used runway at the specific airport.

Runway Extension Cost Estimate

TBD – To Be Determined (used where extension requires such significant investment that its feasibility is doubtful. Reasons for such a determination include:

Terrain – Would require removing/adding significant material such as earth and rocks

Land – Required land not available due to encroachment of development

Enviro. – Unavoidable and difficult or impossible to mitigate environmental impacts

Runway Pavement Condition – General descriptive category of runway surface type and condition:

TRTD – Treated, as in a non-paved serviced treated with oil to provide smoother stronger surface with less likelihood of foreign object related aircraft damage.

ASPH – Asphalt paved runway

CONC – Concrete runway surface

GRVL – Gravel runway surface

TURF- Grass runway surface

DIRT – Dirt runway surface

G – Good condition

F – Fair Condition

P - Poor Condition

Longest Runway Width – Current width of the longest runway at a given airport

VASI – Visual Approach Slope Indicator

PAPI – Precision Approach Path Indicator

AWOS- Automated Weather Observing System

ASOS- Automated Surface Observing System

ILS – Instrument Landing System – precision (vertical and horizontal position) instrument approach utilizing on airport radio navigation aids and in aircraft navigation displays to assist pilots in making landings during periods of very low visibility and cloud ceilings.

VOR- Very High Frequency Omni Directional Range Station – Radio navigation aid used for enroute and instrument approach/departure navigation. Non-precision in that no vertical navigation is provided.

GPS – Global Positioning System – Satellite based navigation aid and instrument approach

Providing non-precision (for now) guidance to runway.

LOC – Localizer – Horizontal navigation portion of ILS. When operated alone, the localizer provides non-precision navigation guidance to runway

LDA – Localizer type Directional Aid – Localizer equipment set up so that guidance is provided to runway along final approach course that is not aligned with the centerline of the runway.

TLS – Transponder Landing System – New technology approach navigation system designed to provide horizontal and vertical guidance in locations not suitable for ILS.

Appendix 3

FAA AC 150-5325-4A Figure 2-1

AC 150/5325-4A

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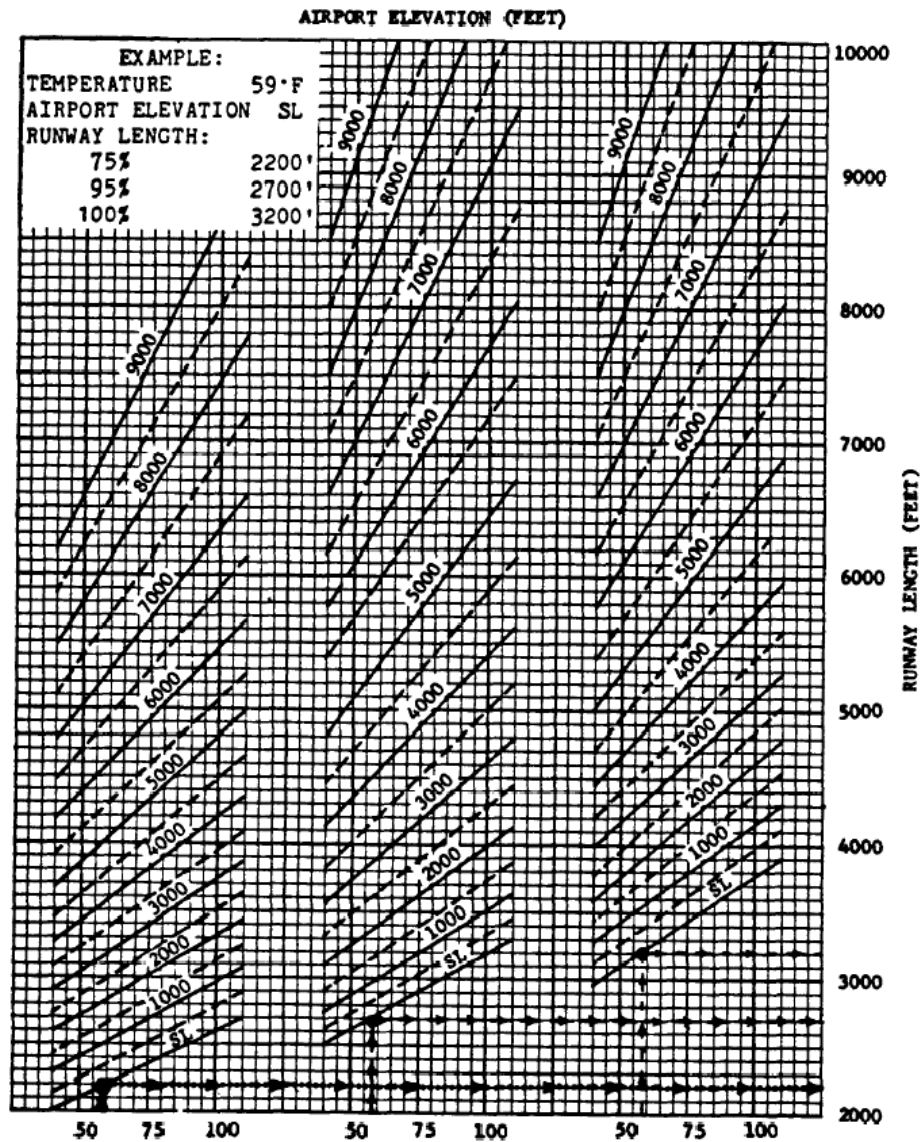


Figure 2-1. Runway length to serve small airplanes having less than 10 passenger seats

Appendix 4

FAA AC 150/5325-4A Figure 2-4

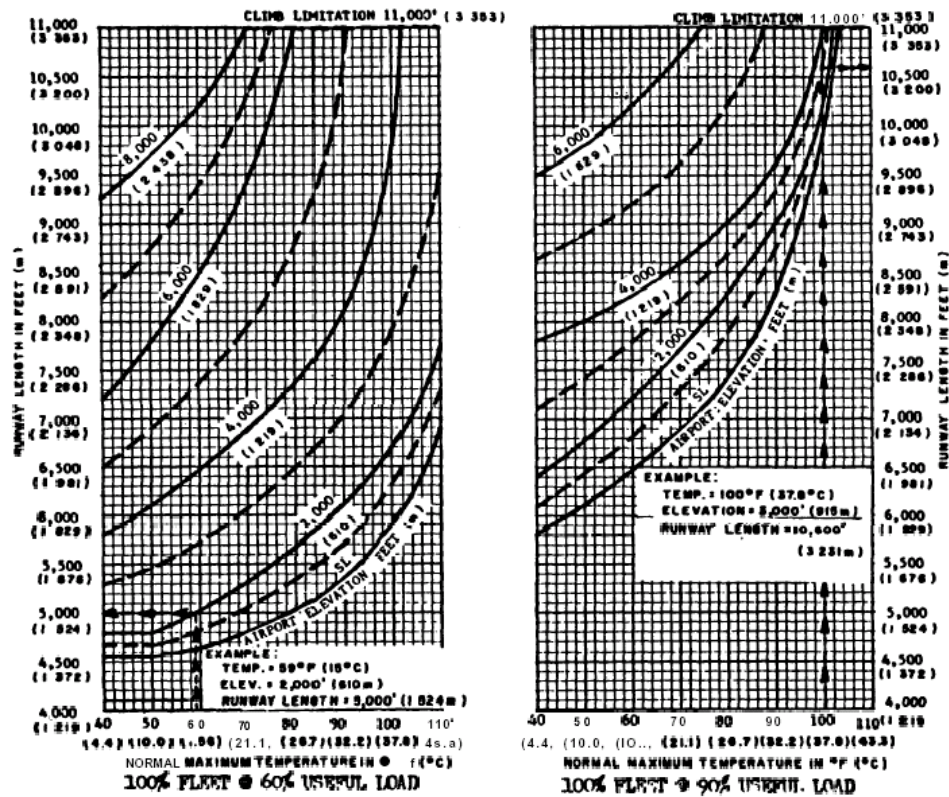


Figure 2-4. Runway length to serve 100% of large airplanes of 60,000 pounds (27 200 kg) or less

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AC 150/5325-4A

Appendix 5

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